

CIVIL AIR PATROL

MAGAZINE

LEADING EDGE

CONNECTICUT WING

APRIL 2014



APRIL 2014

CONTENTS

**CONNECTICUT
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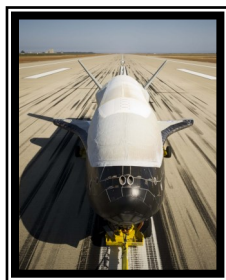
<http://www.ctwg.cap.gov/>



SOCIAL MEDIA
[Connecticut Wing](#)



[CTWG Cadet Programs](#)



X-37B Nose View
(Photo: Boeing)



(Photo: Capt. Chet Galembo)



(Photo: Lt. Col. Steve Rocketto)

[3](#) Commander's Comments

Officer Promotions/Awards

[4](#) Chief of Staff - Wing Updates

[5](#) CTWG Conducts UCC

[6](#) 801st Honors Airman in D.C.

[7](#) March Pilot's Meeting

[8](#) X37-B

The Concept of Aspect Ratio

[9](#) Aspect Ratio, continued

[10](#) Beat to Quarters

Communications Notes

[11](#) If You're Lased

Self-Assess with ALESA

[12](#) Flight Review Credit

Flight Release Officer Refresher Course

Instructor/Check Pilot Teleconference

Message from General Carr

[13](#) Stratford Eagle Squadron News

186th Composite Squadron News

[14](#) Royal Charter Squadron News

Who's That Cadet

Danielson Cadet Squadron News

[15](#) Thames River Squadron News

[16](#) Thames River Squadron News, continued

[17](#) Cadet Awards & Promotions

[18](#) Schedule & Training Opportunities

[19](#) Encampment Flight Academy Flyer

[20](#) Corporate Learning Course Flyer

[21](#) Submission Guidelines/About CAP

Commander's Comments

Colonel Ken Chapman

Connecticut Wing Commander/CT001

Take To The Skies

With the arrival of warmer weather, there is ample opportunity to fly in Connecticut Wing. With two aircraft "on loan" from Rhode Island Wing, there are 8 aircraft available to fly. Because winter weather limited flying opportunities, the flying hours across CT Wing are down for the year. The good news is that plenty of funding is available for cadet orientation flights, proficiency training, training exercises and aircrew training. In addition to Air Force funding and counterdrug funding, Connecticut Wing was allocated over \$33,000 in state training funds this year.

There are also exciting flying and aircrew training opportunities coming up. In late April or early May, I expect to have the GA8 (8 seat, single engine aircraft) in Connecticut for a terrorist training exercise with the state police and other government agencies. While the GA8 is in the state, there will also be pilot proficiency training and possibly pilot transition training for the GA8.



In August, CTWG will be hosting a powered flight academy and the Northeast Region Aircrew School. This will provide cadets with the opportunity to learn to fly

OFFICER PROMOTIONS



Lieutenant Colonel



Jim Ridley, Connecticut Wing Chief of Staff

Joe Palys, Western Connecticut Group CC

Northeast Region Annual Awards

Director of Finance of the Year

Captain Joe Bisnov, CT-001

Historian of the Year

Captain Christopher Keenan, CT-001

Squadron of Distinction

New Fairfield Cadet Squadron, CT801

while senior members and cadets over 18 years old will be able to train as mission aircrews.

New this year will be a hot air balloon. At a minimum, the balloon will be at encampment this year to allow cadets to take tethered flights. While still in the planning stages, it may be possible to fly the Civil Air Patrol hot air balloon for untethered flights. There are also discussions underway to have glider operations and cadet glider orientation flights at the Danielson Airport. If it does not happen this year, it is likely to start up next year at the latest.

There are a lot of exciting flying opportunities in CTWG between now and the end of the fiscal year. Get out and fly, and be safe.

Chief of Staff Updates

Lt. Colonel Jim Ridley
Chief of Staff/CT001

**Wing Updates**

It certainly has been a busy month in Connecticut Wing; following the successful Legislative Day efforts at the end of February, March brought in a busy schedule which included the Staff Assisted Visit (SAV) in the middle of the month followed by a successfully executed Unit Commanders Course (UCC), held at Camp Niantic on the weekend of March 22 which saw 19 senior officers from 3 different wings graduate, along with a Squadron Leadership School (SLS) held on March 28 and 29 that saw 16 students from three different wings graduate. CT Wing Health Services Officer Major Marlene Welch conducted a First Aid/CPR class for 10 cadets from 3 different squadrons and finally the month ended with Colonel Sturges, Major Heath, Captain Capen and I attending the Northeast Region StratOps training held at the joint base Fort Dix-McGuire-Lakehurst in Trenton, NJ on Saturday, March 29.

I want to thank all the wing staff who put in many hours over the past several months preparing for the SAV which was a success and resulted in very few concerns, a testament to the work being done by wing staff – I say Kudos to you all and thanks!

Both the UCC and SLS were phenomenal successes and Connecticut set the bar that other Wings can follow in the professional development area! We had senior members from Connecticut, New York, Pennsylvania and Massachusetts as students and featured lecturers from Northeast Region and CT Wing, commanders and vice commanders, several key wing staff and a group commander to round out a dedicated and well balanced instructor staff. I would like to congratulate and thank our Wing Inspector General, Major Rob Roy for all his efforts as co-UCC director and logistical facilitator and our Wing Professional Development Officer, 1st Lieutenant Jeff Jenkins, who worked behind the scenes and acted as one of the courses promoters and administrator as well as the SLS Director. In the coming months Connecticut Wing will be conducting

even more professional development programs such as two CLC's, one more SLS, one more UCC, and they will work with the Wing's cadet programs department in conducting a TLC at the joint CTWG/NER Conference taking place in October at the Sheraton, Bradley Airport.

The CTWG Encampment workshop dates have also been set, Saturday April 26 for the Leadership Workshop and June 7 for the Staff Skills Workshop. Both will be held at Wing Headquarters in Middletown, CT – details may be found on the wing encampment website. Finally, Connecticut Wing was well represented at the Northeast Region STRATOPS meeting held at McGuire Air Force Base in New Jersey.

The sky is the limit for Connecticut Wing and we should all be proud that we are a part of it. Have a great month!

**Connecticut Wing Encampment
Camp Niantic, Niantic, CT
August 9-16, 2014****Applications are still open for
Cadet Basics and Seniors**

A Civil Air Patrol Basic Cadet Leadership Encampment can be the most significant and worthwhile training experience of a Civil Air Patrol cadet's membership. Training is what the encampment is all about.

If a cadet wishes to earn their General Billy Mitchell Achievement and become a cadet officer, attend certain NCSAs or serve at an encampment as a staff member, they must first attend and graduate from a basic encampment.

For more information and resources go to:

[2014 CTWG Encampment](#)

See page 19 for the
[CTWG Encampment Flight Academy Flyer](#)



Chief of Staff News

Lt. Colonel Jim Ridley
Chief of Staff/CT001



Connecticut Wing Conducts Unit Commanders Course

NIANTIC, CT– March 23, 2014. On Saturday the twenty second of March, nineteen Civil Air Patrol officers from three different Wings entered a classroom on the grounds at Camp Niantic Army National Guard Base and participated in the first Unit Commanders Course held in the wing in quite some time. The students, which featured group commanders, squadron commanders and future commanders from Connecticut and New York, and the Massachusetts Wing Vice Commander, all left Niantic getting a greater appreciation for the CAP program and what it takes to be a commander within it.

The course was co-directed by Connecticut Wing Chief of Staff, Major James Ridley, Sr. and the Wing Inspector General, Major Rob Roy who also lectured the members on a variety of subjects such as *Delegating Authority*, *Problem Solving*, *Listening Effectively* and *Adverse Membership Actions*. Joining Ridley and Roy were two wing commanders, CT Wing Commander Colonel Ken Chapman and NY Wing Commander Colonel Jack Ozer, along with former CT Wing Commander and current Wing Director of Operations, Colonel Lloyd Sturges, and a very special guest lecturer, Northeast Region Commander, Colonel Daniel LeClair. Other instructors included Lt. Colonel John Flaherty the MA Wing Vice Commander, Major Joe Palys, CT Wing Western Group Commander, Lt. Colonel Darren Cioffi, NY Wing Emergency Services Officer and Major

Stephen Valastro, CT Wing Director of Safety.

Classes offered to the students included *Behavior Based Safety*, *Your Staff: What they do for you*, *Budgeting and Goal Setting*, *Meeting Planning*, *Successful Units and Leaders*, *Your Role in Missions*, *Working with Wing and Group Staff*, *Command Responsibility and Accountability* and *Motivation*. Students were treated to a special non-scheduled course taught by the NER Commander on the subject of the *Overview of CAP Structure* and featured a question and answer period where the students were able to ask Colonel LeClair questions on a variety of subjects. The weekend culminated with all 19 of the officers partaking in a graduation ceremony presided by the UCC directors and both Colonel Chapman and Colonel LeClair. Student reactions on the course were all positive and included such comments as, “I thought this course was excellent. Right content, well run, good investment of time. Thank you!” “This Course was well planned, effective, diverse and I will be taking back a plentitude of ideas and knowledge, Thank you,” and “Good job sirs! Glad to be a part of the team!”

“The Connecticut Wing professional development department is hard at work and this year is going to be a banner year for senior professional development” said the Wing Chief of Staff Major Ridley, “Lt. Jeff Jenkins (CTWG PDO) and Major Heather Murphy (CTWG A/PDO) are hard at work planning the upcoming CLC and SLS with one more of each planned in the fall along with another UCC which is taking place at the wing conference in October – no wing in the region can match that and it’s something not seen in CT Wing in a long, long time – I am very proud of their efforts and the level of education our seniors are getting in Connecticut” Ridley said.



Connecticut Wing Unit Commanders Course Graduates (Photo: Major Jim Ridley)



Quill & Ink

Major Peter Milano
Public Affairs Officer/CT001



801st Cadet Squadron Honors Airman in D.C.

Captain Michael Chapleau, 801st Commander, and
Major Peter Milano, Public Affairs Officer, CTWG

On March 13, 2014 four Civil Air Patrol Cadets, from Connecticut's 801st Cadet Squadron (New Fairfield High School), had the honor of laying a wreath at the Tomb of the Unknown Soldier at Arlington National Cemetery in Virginia. The wreath was placed in memory of Staff Sergeant Todd "TJ" Lobraico Jr., a 2008 graduate of New Fairfield High School and resident of Sherman, Connecticut, who made the ultimate sacrifice during his deployment in Afghanistan.

Staff Sergeant Lobraico, assigned to the 105th Security Forces Squadron based at Stewart Air National Guard Base in Newburgh, N.Y., gave his life protecting his team, consisting of nine airmen and a K-9, while on patrol near Bagram Airfield in Afghanistan on the night of September 5, 2013. His actions have been described by his fellow servicemen as "an uncommon act of valor" that assuredly saved the lives of those he was with that night. According to accounts, SSgt. Lobraico was at the head of the unit, with the K-9 and its handler following. When the K-9 indicated the presence of the enemy, "Lobraico pushed the dog and its handler to safety and took up a strategic position between his men and the enemy," said Stamford Police Department Chaplain, Reverend John Revell. "His act of uncommon valor allowed the rest of the team to take cover and lay down cover fire," said Rev. Revell. Major Bruno Gaita of the 105th Security Forces Squadron said "from all accounts, he put himself directly in harm's way without any hesitation. He saved people in the firefight." SSgt. Lobraico secured his team's safety, but succumbed to wounds received during the fight.

It was in honor of this selfless act that Civil Air Patrol's New Fairfield Cadets assisted the Sentinel Honor Guard from the 3rd United States Infantry



New Fairfield's 801st Cadets at the Tomb of the Unknown Soldier with a Sentinel Honor Guard

C/SMSgt Natalie Deleon, C/CMSgt Sabrina Routter, C/CMSgt Andre Vasquez, and C/1st Lt Jake Stoffel. (Photo: Jean Gephart)

Regiment at the Tomb of the Unknowns to lay a wreath on behalf of the students and staff of New Fairfield High School. Led by Cadet First Lieutenant Jake Stoffel (801st Cadet Commander), Cadet Chief Master Sergeant Sabrina Routter, Cadet Chief Master Sergeant Andre Vasquez, and Cadet Senior Master Sergeant Natalie Deleon presented the wreath for display. The wreath was donated by the New Fairfield High School Juniors who attended the class trip to D.C. on March 13 and 14.

In the presence of 150 New Fairfield High School students, ten NFHS staff, and other citizens present for the ceremony, the Sentinel Honor Guard staff played taps to honor fallen Airman, Staff Sergeant Lobraico. Captain Michael Chapleau, 801st Commander and Assistant Principal at New Fairfield High School, reflected, "It was a sobering moment for all, but served the best history lesson students could receive; freedom isn't free and is given to us at the highest cost of the brave young men and women, sons and daughters, brothers in arms, classmates and friends who serve our country.

Staff Sergeant Lobraico, "TJ", "you will always be remembered, honored, and loved."



Quill & Ink, continued

March Pilot's Meeting

Lt. Colonel Steve Rocketto,
Assistant Public Affairs Officer, CTWG

Captain Johnny Burke, Connecticut Wing Standards/Evaluation (Stan/Eval) Officer organized and directed a pilot's meeting on March 1 at Meriden-Markham Airport. Major Roger Malagutti and the Silver City Composite Squadron hosted the event which was attended by about 40 members.

Colonel Lloyd Sturges, Director of Operations presented the keynote address. Col. Sturges said CTWG is a leader in aircraft utilization and has only been slowed over the winter by unfavorable weather.

Exciting news about future operations was also offered. Some possibility exists for the acquisition of another aircraft. Aircraft allocations are decided by the geographic area of the wing, the number of active mission pilots, and the average hours flown by a wing's fleet. CTWG is close to qualifying for a sixth plane. Col. Sturges also announced that funding is possible for mission pilot proficiency training and G1000 transition training, new rules allow qualified 18 year old cadets to occupy mission aircrew slots, and the wing is working to obtain a glider and a memorandum of understanding with a Connecticut glider club.

Lt. Colonel Peter Sanderson offered the safety briefing. The process of operational risk management (ORM) was explained and a number of alternate but useful methods were outlined. His session concluded with a mock ORM exercise and the lyrics of the song "Why Paddy's not at Work Today," a clear message that those who do not know physics and fail to practice ORM are standing in harm's way.

Captain Oran Mills, Flight Operations, focused on the use of standard operating procedures to ensure the consistency of outcomes during flights. Planning, documentation, check lists, currency, and task priority were all topics considered.

Dr. Robert Dudendoff, a Senior Aviation Medical Examiner spoke about the dangers of ear



Lt. Col. John deAndrade (r) clarifies a detail for Capt. Johnny Burke. (Photo: Lt. Col. Steve Rocketto)

and sinus blockage. He illustrated his talk with imagery of healthy and damaged ears and warned of the danger in using many over-the-counter medications. The point made was "Don't fly with sinus or ear congestion."

Major Robert McGuire illustrated the use of preflight weather briefing using the free information available on the internet and the added value of applications which can be purchased or obtained by subscription. Aviation Digital Data Service (ADDS), Intellicast, SkyVector, and Direct User Terminal Access Service (DUATS) were all described and illustrated using live downloads from the World Wide Web.

Lt. Colonel John deAndrade, Stan/Eval, explained the purpose and the philosophy of the Form 5 flight evaluation. DeAndrade pointed out that the Form 5 flight is neither a check ride nor a flight lesson. Rather, its purpose is to determine if the candidate is a safe pilot in control of the aircraft. He noted that it is important that candidates come prepared with all required documentation and a filled-out Form 5. The session was conducted interactively as pilots raised questions and offered suggestions.

Captain Mark Capen, Operations, explained about the importance of filling out fuel slips legibly and correctly.

The concluding speaker, Lt. Colonel Matthew Valleau, CTWG Vice Commander, explained reprogramming of the CAP FM radios in the aircraft is nearly complete. Many channels have been added to increase the interoperability of our aircraft with other emergency services and search and rescue agencies.

Aerospace News

Lt. Colonel Steve Rocketto

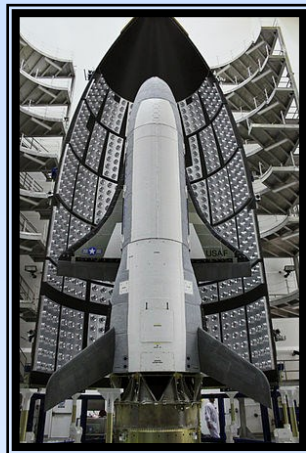
Aerospace Education Officer/CT001



X-37B

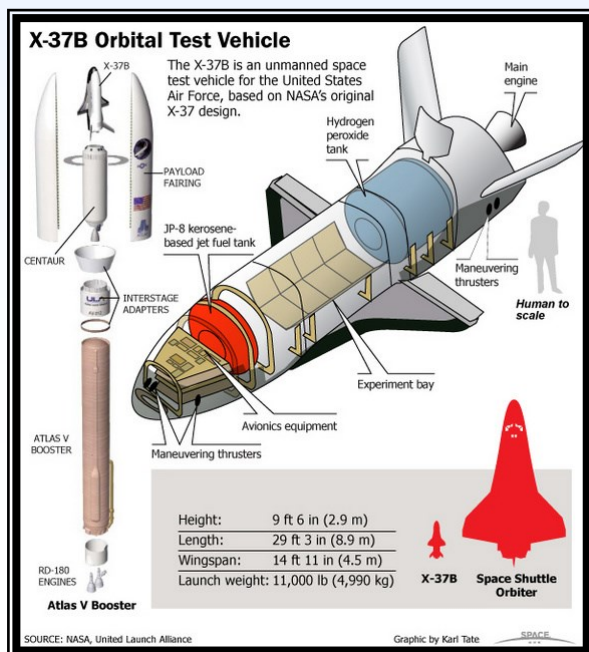
The X-37B is approaching its 500th day in orbit as it continues on its undisclosed mission for the USAF.

Military authorities have been close-mouthed about the details of this and two previous X-37 missions. They indicate that they involve experiments and the transport of various space technology packages and systems into orbit and back to earth.



X-37B and booster being prepared for storage in its payload fairing.
(Photo: Boeing/USAF)

The unmanned reusable vehicle was launched from the Cape Canaveral Air Force Station December 11, 2012 on an Atlas 5 rocket. Previous missions landed at Vandenberg AFB. The X-37 class is the second type of vehicle which has demonstrated the ability to return to a runway from space. The Soviet Buran spacecraft, previously accomplished the feat.



The Concept of Aspect Ratio

Both cadets and senior members encounter the concept of aspect ratio when they study the performance characteristics of aircraft. Roughly speaking, aspect ratio is defined as wingspan divided by wing chord (width). Because the chord of many wings is not constant, the aspect ratio is defined as the square of the wingspan divided by the area of the wing.

Aircraft designers will choose an aspect ratio to meet the requirements of the aircraft's mission. However, there is no "free lunch" and the choice will improve performance in some areas but decrease performance in others.

For example, the choice of a high aspect ratio wing, one which is long relative to its chord results in a better lift/drag ratio which leads to efficient flight and longer ranges at the cost of lower roll rate, slower speed, greater wing bending stress, and a larger footprint on the apron.

As a result, fighters which demand speed and maneuverability demand low aspect ratio wings whereas gliders and long range aircraft tend to exhibit high aspect ratios.

Here are some typical approximate values of aspect ratio for various aircraft.

Lockheed SR-71 "Blackbird"	2
General Dynamics F-16 "Viper"	2
Bayerische Flugzeugwerke Me-109	6
Mitsubishi A6M Zero	6
Supermarine Spitfire	6
North American P-51 Mustang	6
Cessna 172	7
McDonnell Douglas MD-88 airliner	9
Lockheed U-2 "Dragon Lady"	11
Schweizer 2-33	12
DG Flugzeugbau GmbH DG-1000	23
Rutan Voyager	35

The highly maneuverable Viper and the hyper-sonic SR-71 require very low aspect ratios to meet their performance requirements.

A selection of World War II fighters all show

Aerospace News, continued

about the same aspect ratios, six, as does the general aviation Cessna 172. Their superior performance in speed and in some cases, range was due to fuel capacity and their very powerful engines which delivered around eight times the horsepower of a typical Cessna 172 or Cherokee.



Curtiss P-40B Tomahawk

Typical of a WWII fighter with an aspect ratio of six.
(Photo: Lt. Col. Rocketto)

These general aviation aircraft fill a niche just before the more demanding performance requirements of the airline industry.

Compromises are often needed. Airliners must have high sub-sonic speeds but be fuel efficient so the MD-88 and most of the fleet used by airlines have aspect ratios in the 8-9 range.



McDonnell-Douglas MD-88

Displays the compromise aspect ratio for both fuel efficiency and high speed.
(Photo: Lt. Col. Rocketto)

The Schweizer 2-33 and the Let L-23 Super Blanik are training gliders used by CAP. The Lockheed U-2 requires glider-like performance for its missions so it displays a similar wing platform.

Competition gliders such as the DG Flu-



The Lockheed U-2C (l) at the SAC Museum and the Let L-23 (r) flying over the CAP glider base in Springfield, VT show similar wing geometries.

(Photo U-2C: Lt. Col. Rocketto; Photo L-23: P. Noniewicz)



zeugbau's DG-1000 have aspect ratios in the 23 range.

The U.S. Air Force Academy Flies the DG-1000 (r) and the TG-16A

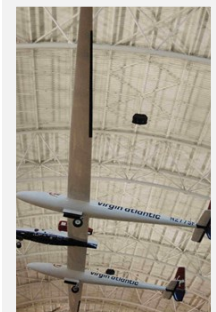
(Photo: James Stafford)



And when you really want fuel efficiency for very long distance flights, designs like Burt Rutan's Voyager or the Global Voyager emerges from the drawing boards.

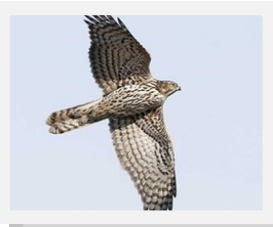
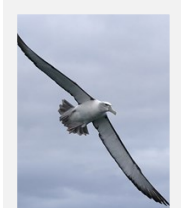
Global Voyager

Jet powered, it set a record as the fastest non-stop solo circumnavigation of the earth. Steve Fossett flew the aircraft around the world in 67h 1m in 2005. It now hangs in the Udvar-Hazy Annex of the National Air and Space Museum
(Photo: Lt. Col. Rocketto)



The Book of Nature demonstrates these principles. Compare the wing of that consummate long distance flyer, the albatross, with that of the super hunting machine, the goshawk.

The albatross (r) is noted for using both slope soaring & dynamic soaring to cover distances of up to 600 miles per day without wing flapping! Their aspect ratio runs between 14 & 19. (Photo: Glen Fergus)



The agile goshawk's (l) aspect ratio is around 5.5, comparable to a World War II fighter.
(Photo: Steve Young/Vireo)

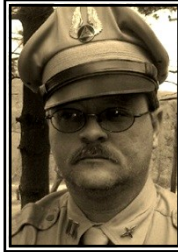
Bugle and Quill

Captain Christopher Keenan
Wing Historian/CT001



Beat To Quarters

So there I was, sitting atop a rock, off a trail leading up a ridiculously steep hill in the wilds of Pennsylvania. It was February, 2010, and for some reason I thought it would be a good idea to prove how tough I was and attend Winter Survival School at Hawk Mountain. I knew none of the other senior members around me; many whose uniforms sported aviation wings and ground team badges. I sat there, be-speckled, alone and cold; but trying to have the time of my life. I must have looked like one of the "guys" because a major, wearing his master pilot wings (and Air Force to boot!) walked up and asked if I was a pilot too? I sheepishly stated, "No Sir. I am an historian." He just stood there, laughed and said, "Well then what the (heck) are you doing up here, historian?" Waiting for this moment all day I responded, "So I can write about what you guys are doing up here. In my own words.... Sir."



Capt. Chris Keenan in CAP WWII Khakis
(Photo: Courtesy CTWG Collection; Object CTWG00109)

Well, now I am tired of being the only historian on top of the mountain. So I call out to all my brothers in arms. Whether you fancy yourself a chronicler, annalist, historiographer, archivist, or just a collector of old stuff, I am calling you into action. Every year, each Wing is required to submit to national a Wing History. This history should read like a story, complete with characters, epic tales of suspense, and first-hand accounts. However, without the raw facts, without names, dates, and details, my history will just be...mundane.

So look down on your uniform. If you are wearing one of the nifty specialty pins with the bugle and quill, this call is for you. Drop me an email at keenansfarm@aol.com or call 203-746-9192. Introduce yourself and let's open a dialog. Send me quick notes about your units activities. Make sure your members are recognized. Please, my fellow students of Herodotus, don't leave me on the mountain alone.

Communications Notes

Lt. Colonel Chris Kelling
Director of Communications/CT001



VHF Nets Return

After over a year of inactivity, the regularly scheduled VHF nets will start back up with an abbreviated schedule on April 28. I'm looking to start the net at 2330z (that's 1930 local) and conduct the net Monday, Wednesday, and Friday. I will conduct training and pass messages/bulletins. Eventually, a regular schedule of Net Control Stations will be utilized, and have a net 5 days a week. The time listed above is pending clearance with other Wings in Northeast Region.

New Communications Training



There is a new communications training module in the Learning System. This is a video providing training for setting up the Rapid Deployment Package (RDP), otherwise known as the portable ALE. This training is open to all CAP members.

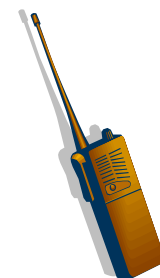
Staff Opportunities

I'm looking to build my staff. I submitted job descriptions to Major Ridley, and hopefully they will be posted to CT Wing soon. These jobs can be done as ADY or full-time wing staff. I am willing to have cadets help out, too, pending approval of the executive officers on wing staff and squadron leaders. Any cadet filling a wing communications position will be ADY or TDY. Send inquiries to:

ctwgcomm@yahoo.com

or

kellingc@cox.net



Connecticut Wings

Captain Johnny Burke

Standards & Evaluation Officer/CT001

**If You're Lased**

Major Howie Aronson has provided us with some good information from ALPA about what to do if you are lased while flying.

ALPA has published an excellent guide, *Laser Illumination Threat Mitigation*, on procedures to follow if exposed to a laser in flight. The recommended flight crew actions are;

- When struck by a laser on approach, do not continue to look into the beam. Shield your eyes and go heads-down immediately. Doing so will protect your eyes from further damage while the laser is illuminating the cockpit. Consider executing a missed approach or go-around. As with any event that prompts a missed approach or go-around (e.g., low weather, birds, aircraft or vehicle on the runway), a go-around may be your most prudent course of action in responding to a laser illumination.
- Do not rub your eyes.
- Consistent with flight manual restrictions, use cockpit automation to the fullest extent.
- Maintain control of the airplane, monitoring configuration, altitude, and airspeed to maintain or reestablish the desired flight profile.
- Turn instrumentation and panel background lighting up.
- Communicate with other flight crew members and assess their condition. In the event of an injury, declare an emergency and request priority handling from ATC, if necessary.
- Transfer control of the airplane to the other pilot if necessary.
- Expeditiously advise ATC of the laser event. Provide the most accurate description possible of the

location of the laser source, beam direction, color, and length of exposure (flash or intentional tracking).

- While in the arrival area, if you are notified that a laser event has been reported and remains unresolved, request a different runway or ask for holding until the area has been secured and the threat has ceased.
- Consider diverting to an alternate airport if the laser threat continues.
- Follow all company protocols related to reporting laser illuminations in a safe and timely fashion, to include notifying local company officials.
- Cooperate with law enforcement officials investigating the event.
- Download, print, and use the ALESA form noted below (see "Self-Assess with ALESA").
- Go to an eye specialist if your responses to the ALESA form suggest doing so.
- Report eye injuries to ALPA's Aeromedical Office (303-341-4435) as soon as possible. Additional information and treatment referrals, as appropriate, are available from that office.

Self-Assess with ALESA

The United Kingdom's Civil Aviation Authority has produced an aviation Laser Exposure Self-Assessment (ALESA) tool to help pilots determine whether they need to visit an eye-care professional immediately for an eye exam. Pilots can download, print, and use the two-page ALESA after a laser attack, or print it in advance and carry a copy with them in their flight bags. ALPA's Aeromedical Office recommends that any pilot who experiences a laser strike use ALESA.

Pilots should also review FAA Advisory Circular (AC) 70-2 or Transport Canada Aeronautical Information Circular (AIC)14/09 as appropriate. Both circulars provide guidance to flight crews on laser mitigation procedures and how to report unauthorized laser illumination events.

30 ~ Air Line Pilot March 2014



Connecticut Wings, continued

Flight Review Credit in Wings

If you're in the FAA Wings program, you can renew your Flight Review with 3 knowledge credits and 3 flight credits.

Entering your completed Form 5 in the Wings program will give you 2 knowledge credits and 3 flight credits. All you need to do is take one online course in Wings and you will have the required 3 knowledge credits and 3 flight credits for a Flight Review renewal.

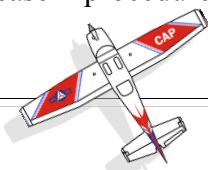
You can do this each year, after you take your Form 5, and you will always be one year ahead on your renewal.

Flight Release Officer Refresher Course

We now have a new FRO Refresher Course available on the CAP Pilots web page.

A web link to the Flight Release Officer (FRO) Refresher Training Course has been posted on the [CAP Pilots web page](#) in the "Training" section and the course is ready for viewing. This FRO refresher training course is an optional method for FRO's to periodically refresh their knowledge of Civil Air Patrol's flight release procedures.

DOV Staff / 31 Mar 14



Instructor/Check Pilot Teleconference

The next scheduled Instructor/ Check Pilot teleconference will be Wednesday, 14 May 2014, at 8 pm. I will email the agenda about a week ahead of time.

Message from General Carr

Over the past month, we have had two aircraft prop strikes and three tail strikes. While we understand that all pilots will face challenges and tough decisions, we need to recognize the reality that these incidents are very costly to CAP. A prop strike is not just damage and replacement of a prop, but also requires a complete engine tear down and inspection that has a high financial cost. Tail strikes are almost as costly as a prop strike. This also does not factor in the lost flying opportunities and potential adverse effect on our good reputation in the flying community. Though we still have a safer flying record than general aviation, we must always do better.

I challenge all Commanders, in coordination with their Safety and Stan/Eval officers to use the month of April to highlight situational awareness, operations on or near grass/soft fields, and pilot professionalism. We must always strive to increase our ability to survey our surroundings and make better judgment decisions particularly with respect to flight operations and ground movement of aircraft.

Every time we have to spend money repairing an aircraft means less time flying cadets or supporting valuable missions. Accidents and incidents are inevitably very public events that may impact our ability to recruit quality members and garner new missions from partner agencies, not to mention the possibility of severe injury or loss of life of our members.

Please make April the month we highlight situational awareness, pilot judgment, and professionalism within our pilot and aircrew ranks.

Thanks,

Chuck Carr
Charles L. Carr, Jr., Maj Gen, CAP
Commander, Civil Air Patrol

The purpose of Stan/Eval is to train our crews to fly missions **safely**. If you're feeling a little "rusty," ask one of our quality flight instructors to help you get back in the groove.

Maintain situational awareness and Safety First, Always!





Stratford Eagles Squadron

Captain Chet Galemba
Logistics Officer

CT022

Model Piper Cub Dedicated

On March 13 the Stratford Eagles dedicated a quarter scale model of a World War II era Piper Cub Cadet to all Civil Air Patrol volunteers who served from 1941 to 1945. This model was built and donated by Ray Gill, a pilot at our airport. The Squadron redesigned the aircraft to simulate an era sub chaser. This particular Aircraft was first produced from 1938 -1946 by the Piper and Taylor Companies. It was widely used by CAP at a base cost of \$999.00!



Captain Chet Galemba (I) works on the Model Piper Cub Cadet. The dedication plaque reads "Piper Cub Dedicated To All Civil Air Patrol Members of WW II, 1941-1945. Donated & Built by Ray Gill 01 DEC 2013 (Photo: Courtesy Capt. Galemba)"

The missions of CAP during this era consisted of Border Patrols, Forest Fire Patrols, couriers and transportation of vital parts between airbases. Personnel carriers, target towing and, of course, the East Coast Shore Patrols, hunting for German U-Boats and the survivors of sunken and damaged ships. Many lives were saved by Civil Air Patrol at this time, directing rescue ships to these areas. Civil Air Patrol aircraft were armed and credited with sinking two U-Boats.

There seems to be some discrepancy as to how many lives were lost during this time frame, depending on which article you read. Somewhere between 25 and 59 pilots, including many ground crew personnel, lost their lives due to weather and equip-

186th Composite Squadron

Major Joseph Testman
Public Affairs Officer

CT058

Cadet Promoted to Lt. Colonel

Cadet Eric Testman, son of Joseph Testman of Waterbury, CT was promoted to Cadet Lieutenant Colonel at a recent ceremony held at the 186th Composite Squadron's Headquarters in Plainville, CT.

Cadet Lt. Colonel Eric Testman attended NESAs for five consecutive years, one year at Hawk Mountain, two years at CTWG Encampment, and also attended the Officer Leadership Academy at Civil Air Patrol National Headquarters.

One of C/Lt. Colonel Testman's goals is to remain a cadet until he reaches the age of 21. Cadet Testman has been a member of the active U.S. Army Reserve for over two years and is a Specialist E-4. He has two mission finds and is a Cadet Emergency Services Officer for the 186th Composite Squadron, Connecticut Wing.



Major Conrad Rustek (I) CT-058 Commander, and Maj. Joseph Testman (r) pin Cadet Lt. Colonel Eric Testman (c) with new grade. (Photo: Maj. Timothy Ceritello)

ment malfunction. A moment of silence was held by the squadron for our fallen hero's, lest we never forget all the sacrifice of that trying era.

When Civil Air Patrol became the Official Auxiliary of the U.S. Air Force in 1948, the first aircraft assigned to CAP was the Piper Cub Cadet.

Royal Charter Squadron

Lt. April Krason

Public Affairs Officer

CT071**Cadet's Visit Science Center**

On Saturday, March 29 Royal Charter Composite Squadron and the 169th spent the day at the Connecticut Science Center in Hartford.



Cadet Senior Airman Carlson, Major Murphy and Cadet Tech Sergeant Carlson use one of the interactive displays to see "how" a hot air balloon works. (Photo: Lt. April Krason)

In addition to enjoying the interactive exhibits and displays the group watched the 3D movie, "Hidden Universe." The 45 minute movie takes you on an extraordinary journey into space. The universe is brought to life with great clarity through actual images captured by the world's most powerful telescopes.

One of the most enjoyable exhibits is Exploring Space. In this exhibit one can examine the moon's ancient craters up close and strap into a "flight chair" and take control of the Mars Flyover.

For more information visit

[Connecticut Science Center](#)

WHO'S THAT CADET?

Can you name this former cadet?

(See page 15 for the answer)

If you have a cadet photo of a current CTWG senior member, email to

publicaffairs@ctwg.cap.gov

Congratulations to the Danielson Cadet Squadron for the April release of the *Danielson Guardian*, the squadron's new monthly newsletter.

CT074

If you want to receive the *Danielson Guardian*, email a subscribe message to Major Joseph Provost, CT-074 Commander joseph.provost@outlook.com

Thames River Squadron

Lt. Colonel Steve Rocketto
Public Affairs Officer

CT075

Thames River Attends MIT Club of Hartford Science Meeting

On Saturday, March 15, the MIT Club of Hartford sponsored a science and engineering colloquium at the Pratt & Whitney Training Center in East Hartford. A variety of different learning activities were provided for cadets, officers, and teachers.

Avi Ornstein, the event organizer, offered some hands-on activities for the cadets. In one experiment, Cadets Drost and Meers poured 50ml of water and alcohol in separate beakers and then combined them in a third beaker. The total came to 97ml. The difference was due to the fact that water molecules are smaller than alcohol molecules allowing the water molecules to tuck in tighter between the alcohol molecules which reduces the volume of the mixture.

Susan Mathews, a board member of NEST, a fellowship of teachers affiliated with MIT, described opportunities for teachers offered by the MIT programs and scholarships which fund summer programs at MIT.



Intake of the Pratt and Whitney PW4000 112 inch high-bypass turbofan dwarfs Major Bourque. This engine was developed for the Boeing 777.

(Photo: Lt. Colonel Stephen Rocketto)



Mr. Chandler (r) explains details of the PW4000 engine to C/1st Lt. Christian Tynan and C/Airman Matthew Drost (Photo: Lt. Colonel Stephen Rocketto)

Professor Susan Solomon, Ellen Swallow Richards Professor of Atmospheric Chemistry & Climate Science at MIT, spoke on climate science and ozone depletion. Prof. Solomon conducted her research in Antarctica and has also written a lucid account of the unusually harsh winter conditions which contributed to the failure of Robert Falcon Scott's expedition to survive their trek back from the South Pole.

Scott Chandler, Manager for Aftermarket Business Development led a tour of the state-of-the-art training center and explained fundamental design requirements which account for differences in the engines supplied to the military and commercial interests.

Thames River Cadet Squadron attendees were C/Airman Matthew Drost, C/Master Sergeant John Meers, C/1st Lieutenant Christian Tynan, Major Roy Bourque and Lieutenant David Meers.

Attention Wing Officers & Squadron Public Affairs Officers

Submit your news and events for publication to

publicaffairs@ctwg.cap.gov

**Answer to *Who's That Cadet*:
Western CT Group CC Lt. Colonel Joe Palys**

Thames River Cadet Squadron, continued

USCG Cadet Visits Squadron

Lt. Col. Steve Rocketto,
Public Affairs Officer, CT-075

Cadet Major Brendan Flynn, now Cadet 4/C Brendan Flynn, USCG Academy, Class of 2017 met with Lt. Colonels John deAndrade and Stephen Rocketto for dinner after the two officers had returned from the Pilot's Meeting on Saturday, March 1. While at the Thames River Composite Squadron, Flynn achieved the grade of C/Major, served as Cadet Commander, and earned his FAA private pilot certificate.

Cadet Flynn reports that he is faring well at the Academy. His left breast pocket sports two stars, one for achieving Dean's List status and a second for his military acumen. He has been active on the sailing team and with the flying club.

During the dinner Flynn explained many of the options which are open to him as a cadet. He will be taking his first cruise on the USCG Barque Eagle and is looking forward to an opportunity to serve on a cutter or buoy tender. He also maintains an ambition to qualify as a Coast Guard helicopter pilot.

USCG Cadet Flynn stands beside a 37mm Hotchkiss revolving cannon.

(Photo: Lt. Colonel Steve Rocketto)

The cannon, invented by Waterbury native Benjamin Hotchkiss, was a prize taken from the Spanish cruiser His Most Catholic Majesty's Ship Reina Christina. The ship was sunk in shallow water during the Battle of Manila Bay in 1898. War trophies were recovered and Commodore George Dewey, commander of the U.S. squadron, presented the gun to the U.S. Revenue Cutter McCullough in honor of its service to his fleet.



TRCS Orientation Flights

Lt. Col. Steve Rocketto,
Public Affairs Officer, CT-075

Each O-Flight takes cadets through a standard set of maneuvers and learning experiences. The cadet sits in the right seat and is permitted to operate the controls with some restrictions on altitude and area. Often a second cadet will sit in the rear and observe or practice reading a sectional chart.

Major Scott Farley flew Cadet Daniel Bryce on his first O-Flight on March 27 which consisted of ground handling, take-offs, and landings. Cadet Nicholas Brouillard then followed on a Syllabus 8 flight. Syllabus 8 is a lesson in advanced powered flight and includes slow flight, ground reference maneuvers, imminent stalls, and medium and steep banked turns. A ground session which discusses what will be covered precedes each flight and a debriefing is conducted after landing.



Cadet Senior Airman Virginia Poe made her Syllabus 7 flight.

(Photo: Senior Member Susan Poe)

Two days later, on March 29, Major Farley gave Cadet Matthew Bryce his first O Flight. He then took Cadets Daniel and Michael Hollingsworth on their Syllabus 8 flights.

On the same day, Lt. Colonel John de Andrade took Cadet Captain Brendan Schultz on a Syllabus 8 ride and Cadet Senior Airman Virginia Poe on her Syllabus 7 ride, conducting normal flight maneuvers such as trimming the aircraft, attitude flying, and shallow banked turns. The theoretical part of the lesson includes a discussion of load factors, the four forces which act on an aircraft in flight, and the relationships among lift, angle of attack, and relative wind.



CADET AWARDS & PROMOTIONS



Lt. Colonel

Eaker Award

Adam Hocutt

CT-004

Eric Testman

CT-058



First Lieutenant

Administrative Officer

Christian Tynan

CT-075



Second Lieutenant

Mitchell Award

Kristina Delp

CT-011

Aidan Moran

CT-011



Chief Master Sergeant

Goddard Achievement

Steven Garofalo

CT-011

Xavier Jeffries

CT-011

Elias Bou-Chahine

CT-022



Sr. Master Sergeant

Doolittle Achievement

Stephen Bruno

CT-042

Andrew D'Amico

CT-801



Master Sergeant

Lindberg Achievement

Joseph Taylor

CT-042

Noah Chokas

CT-074

John Meers

CT-075

Michael Rautter

CT-801

Brandon Roe

CT-801



Technical Sergeant

Rickenbacker Achievement

Ethan Denton

CT-027

Dylan McGrath

CT-801



Staff Sergeant

Wright Brothers Award

Quadae Davis

CT-011

Benjamin Ramsey

CT-027

Carson Hadley

CT-074

Connor Kenny

CT-801



Senior Airman

Mary Feik Achievement

James Dossantos

CT-011

James Haggard

CT-011

Daniel Ramsey

CT-027

Adam Woodbyrne

CT-042

Joseph Sanborn

CT-071

Victor Korman

CT-073

Connor Sestrom

CT-073

Joseph Saccoccio

CT-074



Airman First Class

General Hap Arnold Achievement

Dale Sprague

CT-011

Facundo Cremel

CT-022

Charles Mihaliak

CT-058

Zachary Costa-Mello

CT-074



Cadet Airman

General John Curry Achievement

Kenneth Colon; Adam Taylor;

Charlie Wilkes CT-011

Rajay Williams; Nicolas Barney;

Brian Bassler CT-062

Richard Atkinson; Emma Boey;

Kush Patel CT-073

Patrick Barrows;

Joshua Careau CT-074

Marc Dispenza

Lilah Rak; CT-801

Dawson Remington

CT-802

SCHEDULE & TRAINING OPPORTUNITIES**Northeast Region Mission Aircrew School**

April 26 - May 3;
Joint Base-McGuire-Dix-Lakehurst, NJ
Contact Lt. Colonel Ron Volungus
rvolungus@ner.cap.gov
<http://www.ner.cap.gov/>

CT State Legislative Day

April 28; Hartford, CT

SAREX

May 10; Meriden

Commander's Cup Rocket Contest

May 17; Durham, CT

NEW DATE**Corporate Learning Course**

May 31 - June 1
Royal Charter Squadron, Hartford, CT
ctwg.cap.gov/professional-development

NER Chaplain Staff College

June 9-13
Joint Base-McGuire-Dix-Lakehurst, NJ

Tri-Wing SAREX

June 16-21; Hartford, CT

National Emergency Services Academy

Session 1: July 20 to 26
Session 2: July 27 to Aug 2
Camp Atterbury, Edinburgh, IN
www.nesa.cap.gov

CTWG Basic Leadership Encampment

August 9-16; Niantic, CT
ctwg.cap.gov/2014-ctwg-encampment

SAREX

August 23; Hartford, CT

Cadet Ball

September 20 (tentative)
U.S. Coast Guard Academy

Commander's Call & CAC Meeting

October 1: Middletown, CT

Civil Air Patrol National Headquarters

What: 2014 National Conference
"Preparing for Tomorrow's Challenges"

Where: Tropicana Las Vegas, Las Vegas, NV

When: August 14-16, 2014

Registration will open April 2014 on
www.capmembers.com
Be sure to watch for special early bird rates!

HIGHLIGHTS:

- Command Council and Opening Reception
Thursday, August 14
- General Assembly and Learning Labs
Friday, August 15
- CAP National Awards Program, Learning
Labs, Cadet Day and Banquet,
Saturday, August 16

Plus, two days (August 12-13) are set aside for additional professional development opportunities at the preconference workshops. Workshops will include the Public Affairs Officer Academy, Cessna G-1000 Ground School, CISM, Aircrew Survival training, GIIEP course and more.

**Combined Connecticut Wing,
Northeast Region Conference**

October 17 - 19
Sheraton Hotel, Bradley Airport, CT

SAREX at Meriden - May 10

If you plan on attending the next SAREX please let your squadron emergency services or commanding officer know asap. Include the position you'd like to teach or train in.

Squadron officers should forward participant information via spreadsheet to Lt. Col. Mike Heath, CTWG Emergency Services Officer msheath@optonline.net



CTWG ENCAMPMENT FLIGHT ACADEMY

Principes Exerendo—First In Training

The Connecticut Wing will be conducting a powered flight academy as part of its annual encampment at Camp Niantic utilizing Groton Airport to fly out of. This is an exciting new development that we hope turns into an annual event and is open to cadets who meet certain criteria as outlined below. The academy will select a maximum of 5 students from the applicant pool.

Goal: Solo by the end of the week!



Academy Director: Lt Col Daniel Rogers, CAP

COST: \$1,000 per student

REQUIREMENTS:

Age: 16 (by 8 Aug 14)

Grade: C/SMSgt (by 8 Aug 14)

Application Deadline: 7 June 2014

For further details please check out our encampment flight academy webpage:

<http://ctwg.cap.gov/encampment-flight-academy.html>

Email: ctwgencfltacad@ctwg.cap.gov



Welcome to the Spring 2014 Eastern Group Corporate Learning Course

Civil Air Patrol

Purpose of the School

After completing the Squadron Leadership School and learning about squadron operations, senior members should attend the Corporate Learning Course (CLC). The term "corporate" in the title of this course refers to CAP's status as a nonprofit humanitarian corporation chartered by the United States Congress in 1946. Accordingly, wing-level operations carry out the major duties and responsibilities of the corporation for each state, the District of Columbia and Puerto Rico. The CLC is designed to explain how a wing operates in each of CAP's major mission elements and how mission support functions support these mission elements. Armed with this knowledge, senior members can learn how they and their respective organizations can best support the wing and fulfill the corporate role of CAP.



Students listen to a presentation delivered by an instructor at a past CLC.

IMPORTANT FACTS:

- Dates: 31 May–1 Jun 2014
- Location: Royal Charter Squadron, State Police Hanger, Maxim Rd., Brainard Airport, Hartford
- Required for completion of Level III of the CAP SM Professional Development Program
- Every Senior Member needs an SLS and CLC to advance in the CAP senior member program
- Classes taught by experienced CAP officers, command and staff

Requirements:

- Be a CAP Senior Member in Good Standing
- Completion of Level 1
- It is mandatory that students have already completed a Squadron Leadership School

*The CLC is open to all seniors
in the CTWG and surrounding wings.*



Required:
CAPF 17 NLT 21 May 2014

For further information contact:

Maj Heather Murphy
CLC Director
hlmurphy@cox.net

What courses are being taught?

- CAP Core Values in Action
- CAP/USAF Relationship
- Introduction to Teamwork
- Management Principles
- Planning and Decision Making
- Best Practices
- Mentoring
- Resources at Work
- The Heart of a Volunteer

Cost

\$25pp
Checks made out
to CTWG



Leading Edge is a monthly publication produced in the interest of Civil Air Patrol's Connecticut Wing members.

Submission Guidelines

Send submissions in Microsoft Word format (limit to approximately 325 words) via email to publicaffairs@ctwg.cap.gov

Photos should be sent as attachments in JPG format.

Include photo credits, cutline information, and an electronic copy of the story.

Deadline for the May 2014 issue is 12 May

Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a nonprofit organization with 61,000 members nationwide, operating a fleet of 550 aircraft. CAP, in its Air Force auxiliary role, performs 90 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and is credited by the AFRCC with saving an average of 80 lives annually. Its unpaid professionals also perform homeland security, disaster relief and drug interdiction missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to more than 26,000 young people currently participating in the CAP cadet programs. CAP received the World Peace Prize in 2011 and has been performing missions for America for 72 years. CAP also participates in Wreaths Across America, an initiative to remember, honor and teach about the sacrifices of U.S. military veterans.

Visit

www.gocivilairpatrol.com or www.capvolunteernow.com

